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SUBJECT: INTERNATIONAL MARITIME ORGANIZATION (IMO): REPORT OF THE
ELEVENTH SESSION OF THE SUBCOMMITTEE ON DANGEROUS GOODS, SOLID
CARGOES AND CONTAINERS, LONDON, 11 - 15 SEPTEMBER 2006.

11. SUMMARY: The eleventh session of the International Maritime Organization's Subcommittee (S/C) on Dangerous Goods, Solid Cargoes and Containers (DSC) met in London from 11 - 15 September 2006, under the chairmanship of Mrs. Olga Pestel-Lefevre (France). The session was attended by delegations from fifty-two member states, one associate member, one non-member, two United Nations (UN) specialized agencies, three inter-governmental organizations and sixteen non-governmental organizations in consultative status. Working groups (WGs) and drafting groups (DGs) were formed to address several of the agenda items. USDEL objectives were achieved. Outcomes of particular interest include the following:

1A. The S/C finalized the draft amendment (33-06) to the International Maritime Dangerous Goods (IMDG) Code which, as amended by the Maritime Safety Committee (MSC), was adopted unanimously at MSC 81 by resolution MSC.205(81). Amendment 33-06 will be published fall 2006, will attain voluntary status on 1 January 2007, and will attain mandatory status on 1 January 2008.

1B. The S/C has made substantial progress on Amendments to the Bulk Solid Cargoes (BC) Code and its mandatory application. A WG was formed during DSC 11 to identify mandatory and recommendatory parts of the BC Code, including consequential amendments, and to prepare amendments to SOLAS chapters VI and VII on making the BC Code mandatory. A correspondence group was formed to continue this work intersessionally and to provide a written report and prepare a consolidated draft text of the mandatory BC Code for approval at DSC 112.

1C. The S/C has completed its work on measures to enhance maritime security. A DG was formed during DSC 11 to finalize amendments to the BC Code so as to include appropriate security-related provisions similar to those found in chapter 1.4 (Security Provisions) of the IMDG code, and instructed the correspondence group on Amendments to the BC Code and Mandatory Application to include the finalized text in the consolidated draft text of the mandatory BC Code. Furthermore, the S/C finalized its work on amendments to MSC/Circ.675 (Recommendations on the Safe Transport of Dangerous Cargoes and Related Activities in Port Areas) and the IMO/UN/UN ECE Guidelines for packing cargo transport units (MSC/Circ.787) subject to final approval at MSC 82. END SUMMARY.

12. Amendments to the IMDG Code and its supplements - The S/C considered 16 separate proposals under this agenda item. Several were agreed to in principle for inclusion in future Amendment 34 to the IMDG Code, and were referred to the S/C's Editorial & Technical (E&T) working group for refinement and consolidation in the draft amendment. Other proposals were either rejected or deferred for further consideration at DSC 12 contingent on submission of revised proposals. Also under this agenda item, the S/C noted the outcome of the thirty-third session of the Facilitation Committee (FAL) with regard to the assignment of a specific UN number and proper shipping

name to those radioactive materials, in packaged form, which are solely used in medical or public health applications. The S/C agreed that this assignment would not be appropriate. Furthermore, the S/C noted that FAL 33 had agreed to an entry in the transport document to facilitate transportation of these materials. However, the S/C was of the view that such an entry is multimodal in nature and the proposal would need to be brought to the attention of the UN S/C of Experts on the Transport of Dangerous Goods.

13. Review and mandatory application of the Bulk Solid Cargoes (BC) Code - The S/C convened a WG to consider numerous issues under this agenda item and made several decisions based on the results of the WG's deliberations. The WG deliberated on two separate issues: the mandatory application of the BC Code, including consequential amendments to SOLAS and other IMO documents, and the evaluation of properties of solid bulk cargoes. Progress was made on both issues, and it was proposed to establish a correspondence group to meet intersessionally to prepare a consolidated draft mandatory text of the BC Code for the S/C's consideration at DSC 12. With respect to a number of proposals addressing the safe transport of Direct Reduced Iron (DRI), the S/C agreed that further information was necessary. Furthermore, the S/C noted that the WG report would not be considered at DSC 11 and agreed to include a request for member governments and industry to submit information regarding the safe handling and transportation of DRI fines in the report of the S/C.

14. Casualty and incidents reports and analysis - The S/C considered a casualty report from France involving the loss of a vessel that was carrying bulk DRI pellets and agreed to request additional information about the hazardous nature of this type of cargo from member governments and industry in the S/C report. The S/C also considered a casualty report from Germany involving a general cargo where an explosion occurred because the cargo was not declared as dangerous. The S/C agreed that many issues highlighted by the

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report should be brought to the attention of the UN S/C of Experts on the Transport of Dangerous Goods for due consideration. The S/C also reviewed reports from seven member governments and the Secretariat concerning container inspection programs that had been

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carried out in various countries, and further agreed to urge other member governments to submit such reports in the future in accordance with MSC.1/Circ.1202. In addition, the S/C noted that only nineteen reports from member governments have been submitted regarding the frequency and results of such inspections in accordance with MSC/Circ.1147 and urged other member governments to submit such reports.

15. Measures to enhance maritime security - As directed by the MSC, the S/C continued its work to review instruments under its purview for inclusion of relevant security measures. In particular, the S/C considered a report of an intersessional correspondence group and established a DG under the chairmanship of the U.K. to complete review of the Recommendations on the Safe Transport of Dangerous Cargoes and Related Activities in Port Areas (MSC/Circ.675) and the IMO/UN/ECE Guidelines for packing cargo transport units (MSC/Circ.787). Based on the outcome of the DG and other IMO bodies, the S/C agreed to the revised draft Recommendations and Guidelines incorporating security measures subject to final approval at MSC 82. Having considered that work on the item had been completed, the S/C invited the MSC Committee to delete this agenda item from its work programme.

16. Guidance on serious structural deficiencies in containers: Reporting procedures on serious structural deficiencies - The S/C recalled that MSC 80, recognizing the need for guidance for officers exercising control under the provisions of article VI of the International Convention for Safe Containers (CSC), 1972, had approved CSC/Circ.134 on Guidance on serious structural deficiencies in containers. The S/C recalled that the purpose of a separate reporting procedure was to collect, collate and disseminate reports of deficiencies found in inspections of all containers. Furthermore, the S/C recalled that at its tenth session it had prepared amendments to MSC/Circ.859, but noted that MSC 81 approved

MSC.1/Circ.1202 which superseded MSC/Circ.859. It therefore agreed not to pursue the matter further and invited the MSC Committee to delete this agenda item from its work programme.

¶17. Review of the Code of Safety for Special Purpose Ships (SPS Code) - The S/C recalled that MSC 78 had considered the need to update the SPS Code to reflect amendments to SOLAS chapter III and the adoption of the LSA Code. The S/C further recalled that since the SPS Code was adopted in 1983, many requirements of the SOLAS Convention had been amended and that considerable experience had been gained in the Code's application. Having noted the outcome of other IMO bodies and chapter 7 of the SPS Code dealing with the stowage of explosives, the S/C instructed the E&T Group to consider the matter in detail at its May 2007 meeting.

¶18. Amendments to the Code of Safe Practice for Cargo Stowage and Securing (CSS Code) - The S/C considered a proposal by Sweden to amend the Guidelines for securing arrangements for the transport of road vehicles on ro-ro ships (resolution A.581 (14)) such that it would be possible for the operator to secure road vehicles on ro-ro ships with a suitable number of lashings and a combined strength, depending on the requirements for the actual weight of the vehicle and the particulars of the ship. The S/C expressed concerns with the proposal and instructed the WG established under the agenda item pertaining to guidance on providing safe working conditions for securing of containers to consider the proposal in detail and advise the S/C accordingly.

¶19. Revision of the LHNS and OSV guidelines - The S/C noted the work completed by the correspondence group established at DSC 10 and agreed to finalize the guidelines for the design and construction of offshore supply vessels and the consolidated set of amendments to the LHNS Guidelines, prepared by the SLF S/C and BLG S/C, having included therein matters under the purview of the DSC S/C. The S/C also agreed to the draft MSC resolution on Amendments to the Code of safe carriage of cargoes and persons by offshore supply vessels (OSV Code). Having considered that work on the item had been completed, the S/C invited the MSC Committee to delete this agenda item from its work programme.

¶110. Extension of the BLU Code to include grain - The S/C recalled that DSC 10 established a correspondence group, under the coordination of the United States, to prepare amendments to the BLU Code, thus extending the application of the Code to include grain and to prepare other consequential amendments. Having received the report of the correspondence group, the S/C agreed to the draft resolution on Amendments to the BLU Code (resolution A.862(20)) and the draft MSC Circular on Amendments to the Manual on Loading and

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Unloading of Solid Bulk Cargoes for Terminal Representatives (MSC/Circ.1160) for submission to MSC 82 for approval. The S/C also agreed with the proposal of the correspondence group to have a coordinated approach when preparing relevant amendments to SOLAS, and instructed the correspondence group on Amendments to the BC Code and its mandatory application to take the relevant decisions of the S/C regarding this issue into account when preparing amendments to SOLAS chapter VI. The S/C further agreed with the view of the correspondence group that BLU Code and the Manual on Loading and Unloading of Solid Bulk Cargoes for Terminal Representatives should be included as a supplement in the BC Code, and requested the Secretariat to work out the details.

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¶111. Guidance on providing safe working conditions for securing of containers - The S/C noted that MSC 80 had considered a proposal to incorporate guidance on providing a safe working platform for the securing of containers, to ensure that ship designers, builders and owners take into account the safety and health hazards while undertaking lashing and securing tasks in compliance with the ship's approved cargo securing plan. The S/C noted the progress made by the intersessional correspondence group under the coordination of the U.K. and established a WG under the U.K.'s chairmanship to continue with the work. Having received a report of the progress made by the WG, the S/C decided to establish a correspondence group

to meet intersessionally, continuing under the chairmanship of the U.K., and to provide a written report to DSC 12.

¶12. Review of the Recommendations on the Safe Use of Pesticides in Ships - The S/C, at DSC 10, considered two proposals by Germany noting that the Recommendations cover three aspects of the use of pesticides on board ships: the fumigation of containers and cargo transport units subject to the IMDG Code, the fumigation of cargo holds containing dry cargoes subject to the BC Code, and the control of rodent pests on board all ships. The S/C agreed the proposal had merit and invited the MSC Committee to include the item in the work programme of the S/C. After considering an additional proposal submitted at DSC 11 by the U.K., the S/C noted that some of the proposed obligations placed on the master may be excessive and agreed to the offer of Germany and the U.K. to submit revised draft Recommendations to DSC 12.

¶13. Application of Requirements for Dangerous Goods in Packaged form in SOLAS and the 2000 HSC Code - The S/C considered a submission by Japan (MSC 81/23/5) which indicated possible errors contained in table 19.3 of SOLAS chapter II-2 regarding the application of requirements to various classes of dangerous goods and possible errors in table 717-3 of the 2000 HSC Code. Japan's submission proposed to develop amendments to SOLAS regulation II-2/19 and chapter 7 of the 2000 HSC Code, and develop an appropriate MSC circular on the Document of Compliance with special requirements for ships carrying dangerous goods under the provisions of SOLAS regulation II-2/19. The S/C decided to establish a correspondence group to complete the work intersessionally and provide a written report to DSC 12.

¶14. Any other business - The S/C agreed that a proposal by Germany, which noted that some water-reactive substances react with carbon dioxide in hot atmosphere rendering the use of the fire-fighting media not only ineffective but even dangerous, had merit and noted the intention of Germany to submit an appropriate proposal to the Committee for a new work programme item in accordance with the Guidelines on the organization and method of work.

¶15. Chairman/date of next meeting - The S/C unanimously re-elected Mrs. Olga Pestel-Lefevre (France) as chairman and Captain Juan Pablo Heusser (Chile) as vice chairman for 2007. The date of the twelfth session of the DSC S/C is tentatively scheduled for 24 - 28 September 2007.
USDEL sends.

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